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CENTRAL INTELLIGENCE AGENCY

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A report on the Paris Commune Shipyard in Gdynia

Information on certain Polish naval vessels under repair at the yard is included in the report.

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Orders on hand from the Polish Navy have increased continuously since the fall of 1956. During 1957 and 1958 the largest job for the Polish Navy has been the repair of the destroyer *ELYSKAWICA*. This destroyer has been thoroughly rebuilt. The plates have been replaced on almost the entire hull; the bow and stern sections, which were rust-eaten, have been completely rebuilt. Scrapping the vessel was considered because of its condition and the weakness of its construction. After it has been repaired, however, the vessel is to be utilized as a training ship.

Diesel motors are to be installed in the *ELYSKAWICA*. Since the turbines of the vessel were removed in 1957, it has been found impossible to reinstall them, Poland having no experts on such matters. Experts from Germany considered the cost of reinstalling the turbines too great.

In the fall of 1958, the installation of new guns and torpedo tubes, furnished by the USSR, began on the *ELYSKAWICA*.

The submarine *SEP* is no longer fit for active duty. At present, the *SEP* is to a certain extent used as a training vessel, but can no longer be used for diving exercises. The compressor aggregate is not functioning. In May 1957, following repairs, the *SEP* made a trial run to Hel, during which a diving attempt was made. The submarine went to a depth of 10 meters off the Hel Peninsula, and almost did not come up again. It surfaced with a heavy list.

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The submarines KRAKOWNIAK, MAZUR, and KULJAWAK, obtained from the USSR, are repaired and inspected at this shipyard.

The whole shipyard in Gdynia is divided into various areas, among which the workers are not permitted to circulate without special passes. The shipyard guards see to it that the workers do not circulate freely. If a worker is found in an area where he has no work to do and for which he has no pass, he is discharged.

About 4,000 men are employed at the shipyard. The office personnel is very numerous in relation to the number of workers.

The workers are divided into so-called "brigades", consisting of from 4 to 10 men. Each brigade is supervised by a "Brigade Chief" (Mistrz Brygady), whose next in command is called the "Brigadier" (Brygadzysta). The Brigade Chief takes no part in the actual work. His function is to check on the workers and how the work is carried out.

There exists at the yard a very great and severely felt shortage of instruments and tools such as slide rules, micrometers, thread cutting tools, and screws and bolts and monkeywrenches for the motor shop.

The piecework pace is very hard, so that many workers are worn out after 10 or 12 years. The work hours are 0700 to 1500, with a stop for lunch between 1145 and 1200.

The accident rate is very high, due both to insufficient safety measures and carelessness caused by fatigue from overexertion. From the wording of the Polish accident insurance law it is apparent that practically no compensation is paid for absences due to work accidents. The law states that if carelessness was the cause of the accident, and this is ascertained in most cases, the person in question must himself bear all costs.

A mechanic (a diesel motor assembler) receives about 1,400 zloties per month, a brigadier 2,500 zloties, and a brigade chief 3,500 zloties.

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